

FORM NO. 81-44A  
FEB 1952

CENTRAL INTELLIGENCE AGENCY

25X1

CLASSIFICATION

SECRET/CONTROL - U.S. OFFICIALS ONLY  
SECURITY INFORMATION**INFORMATION REPORT**REPORT NO. 

CD NO.

COUNTRY Germany (Russian Zone)

DATE DISTR. 25 April 1952

SUBJECT Miscellaneous Railway Information

NO. OF PAGES 3

DATE OF INFO.

NO. OF ENCLS.  
(LISTED BELOW)

PLACE ACQUIRED

SUPPLEMENT TO  
REPORT NO.

25X1

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## 1. Exchange of Railway Cars between the DDR and Poland(1948-50)(1).

A mixed DDR/Polish Commission met in Frankfurt/Oder from 18 - 27 October 1951 and established that the following exchanges of railway cars had taken place between their two countries in the period 1948 - 50.

## a. In Frontier Office

Serial No.	Frontier Station	Received from Polish State Railways (PKP)		Handed over to PKP	
		Freight Cars	Passenger Coaches	Freight Cars	Passenger Coaches
1	Wegliniec (Weglinitz) (via Horka)	32,154	-	35,540	406
2	Forst	91,910	626	84,549	278
3	Guben	13,031	-	14,381	-
4	Frankfurt/Oder	29,333	2,563	30,822	2,484
5	Kuestrin	4,158	536	4,038	533
6	Stettin-Guminetz	13,952	354	15,916	371
Total		184,538	4,079	185,246	4,072

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## b. In Transit traffic with the USSR

Serial No.	Frontier Station	From PKP		Handed over to PKP	
		Freight Cars	Passenger Coaches	Freight Cars	Passenger Coaches
1	Wegliniec (via Horka)	-	-	-	-
2	Forst	1,187	78	7	28
3	Guben	159,637	6,484	155,811	6,401
4	Frankfurt/Oder	355,694	49,597	357,325	50,533
5	Kuestrin	147,814	9,026	137,280	8,712
6	Stettin-Guminetz	149,719	4,078	150,582	4,078
Total		814,051	69,263	801,005	69,750

## 2. Railway Car Construction(2)

- a. The first eight completed express coaches with couchettes(2) were delivered to the Rummelsburg depot on 30 November 1951. Four further coaches have made trial trips. Work on coaches 13-25 is in progress. Work is also proceeding on eight sleeping cars at the Lova Waggonbau, Goerlitz, VEB. As regards the construction of long flats at the Lova Waggonbau, Niesky, VEB, the prototype will be ready by 14 December 1951 (without side walls, bogies, and brakes). Production tools and dies for mass production are still in the preparatory stage.

- b. Delivery of long flatcars will, according to the Ministry of Machine Construction, not be possible in 1951. The Planning Department envisages the following delivery dates for the railway cars:

50 cars in I Quarter 1952.  
The remaining 250 cars in II Quarter 1952.

Production possibilities at the Niesky Lova works will be increased considerably from II Quarter 1952 and will amount to:

550 railway cars in III Quarter  
800 " " " III "  
600 " " " IV "

Prerequisites for increased production are of course permission to place orders and the availability of materials.

The Ministry of Machine Construction has been requested to delivery (to the Reichsbahn) the 300 railway cars already ordered, in the 1st Quarter (sic).

- c. 60 new cars type SS left for the USSR from Sebnitz during the month of October 1951.
- d. The Lova works at Goerlitz produced the 250th bitumen car for export to the USSR on 13 October 1951.

## 3. Coal Situation Report for all RRDs (November 1951)(4)

Locomotive coal received (1-30 November 1951)	672,670 briquette units
" " issued "	630,597 " "
" " stocks as of 30 November	273,286 " "
Heating coal received (1-30 November 1951)	47,532 " "
" " issued "	45,030 " "
" " stocks as of 30 November	32,505 " "

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**b. Planned Repairs by RAWs in 1952**

The Deutsche Reichsbahn Generaldirektion has planned the following work in 1952 for the 13 available RAWs:

**To be repaired:**

Freight cars	99,185
Narrow gauge trucks	5,000
Passenger coaches	10,066
Tank cars	9,861. (6)

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(1)

(2) **Comment:** A couchette is a railway coach with seats convertible to couches.

(3)

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(4)

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(5)

In the total for tank cars a number of boxcars were included. It was intended to convert these into tank cars.

(6)

**Comment:** These figures appear to indicate a revision upwards of the 1952 Plan.

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